









The GYMNASIA STAKES, value \$150, presented by the Gymkhana Committee, added to a sweepstake of \$5 each for subscription of any season; winners and previous non-winners excluded; first pony to receive 70 per cent; second, 30 per cent; third, 10 per cent; weight for inches as per scale. One mile.

Dr. Noble's g. Hongkong 1st 1b Mr. Master, 1st 2b Mr. Buxey's g. Sport 1st 1b Mr. Russell, 1st 2b Mr. Stern's g. Deputo 1st 1b Mr. Cox, 1st 2b Mr. Neighbour's Landsturn 1st 1b Mr. Jones, 1st 2b Mr. O'Brien's g. Grey 1st 1b Mr. Gedge, 1st 2b Mr. Sam's ch. Sunflower 1st 1b Mr. Panny, 1st 2b Mr. Waylong's br. Camshaw 1st 1b Mr. Sampson, 1st 2b

Won by Hamburg, ridden for all he was worth by Mr. Master, by half a length from Sport in 2m 12secs; Deputo a fair third.

#### THE RUN-OFF.

At 2.45 Glenmore (Mr. Crawford) and White Rose (Mr. Russell) ran a dead-heat for first place in the Gynkhana Cup, were at the post, and at the first attempt were sent off on even terms, with Glenmore on the rails. During the Grand Stand Glenmore was leading by half a length. The positions were unchanged until the ascent of the hill was commenced when Mr. Russell made an effort to lead. White Rose failed to catch the leader before the Rock was passed, but he made a vigorous effort passing the village, getting on even terms. Mr. Crawford thereupon set to work on Glenmore and his mount, responding gamely, forged ahead, entered the Straight with half a length to the good end, increasing the distance between himself and White Rose at every stride, won pretty easily by a good length in 2m 45, sec. 1.4, 2.2 seconds slower than in the original race.

#### TIPS FOR TO-MORROW.

"Early Bird" sends us the following tips for to-morrow:

Grand Stand Stakes (once round)—

Glendubb ..... 1

Polo ..... 2

Silver Bell ..... 3

Chilli Sirocco, Purse (1 mile)—

Sport ..... 1

Ganetel ..... 2

Deputo ..... 3

Challenge Cup (1 mile)—

Pineapple ..... 1

Slab-d ..... 2

Surprise ..... 3

Ladies' Purse (1 mile)—

Heatherbell ..... 1

Congo ..... 2

Conco ..... 3

Robinson Challenge Cup (1 mile)—

Humburg ..... 1

Ganetel ..... 2

Hastaway ..... 3

Purse Cup (1 mile)—

Bomberg ..... 1

Shirley Williams ..... 2

Comptroller ..... 3

Phalon Stakes—

Crabapple ..... 1

Glendubb ..... 2

Foreman ..... 3

Consolation Stakes (once round)—

Straightforward ..... 1

Tocin ..... 2

Congo ..... 3

The Champion Stakes (1 mile)—

Respecting this great event I cannot do better than place the odds as follows:

Pineapple (Mr. Master) ..... 1

Black Eagle (Mr. Russell) ..... 2

Red Fish (Mr. Gresson) ..... 3

Doublebar (Mr. Buck) ..... 4

Glenmore (Mr. Crawford) ..... 5

Sinbad (Capt. Hunt) ..... 6

It may be added that if Sinbad wins the Challenge Cup he will also be likely to win the Champion, but, as he was beaten by Pineapple to-day, I am inclined to think his chances in this event are not good.

NIL Despatch (1 mile)—

Landsturn ..... 1

Query ..... 2

Chin-chin ..... 3

#### THE PROGRAMME.

The following is the programme for to-morrow's races:

THIRD DAY, FRIDAY, 19TH FEBRUARY.

THE GRAND STAND STAKES, value \$150; second pony to receive \$50; third, \$25 for China ponies; 1st 1b Mr. Jones, 1st 2b Mr. Neighbour's Landsturn 1st 1b Mr. Jones, 1st 2b Mr. O'Brien's g. Grey 1st 1b Mr. Gedge, 1st 2b Mr. Sam's ch. Sunflower 1st 1b Mr. Panny, 1st 2b Mr. Waylong's br. Camshaw 1st 1b Mr. Sampson, 1st 2b

China ponies to be won two years consecutively by a pony or ponies the bona fide property of the same owner; first pony to receive 70 per cent, second 30 per cent, third 10 per cent, of entrance fees; weight for inches as per scale; entrance (forced) \$5, but optional to subscription of this season, 1896-97. One mile and three quarters.

THE CHALLENGE CUP, value 100 guineas; for China ponies; to be won two years consecutively by a pony or ponies the bona fide property of the same owner; first pony to receive 70 per cent, second 30 per cent, third 10 per cent, of entrance fees; weight for inches as per scale; entrance (forced) \$5, but optional to subscription of this season, 1896-97. One mile and three quarters.

THE LADIES' PURSE, for all China ponies; weight for inches as per scale; winners at this meeting other than subscription of this season, 1896-97, unplaced ponies allowed 5lbs; previous non-starters at the meeting 12lbs; extra; entrance \$5. Seven furlongs.

THE ROBINSON CHALLENGE CUP, presented by H.E. Sir Wm. Robinson, K.C.M.G.; for subscription of this season; to be won two years consecutively by a pony or ponies the bona fide property of the same owner; first pony to receive 70 per cent, second 30 per cent, third 10 per cent, of entrance fees; weight for inches as per scale; entrance (forced) \$5, but optional to subscription of this season, 1896-97. One mile and three quarters.

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#### AN AERONAUTIC WONDER.

A BIRD'S-EYE VIEW OF FOUR CONTINENTS.

There is at present in Hongkong a professional who occupies the unique position of being able to say that he has seen more of the world's surface from a "bird's-eye" point of view than any other man in the world. We refer to Mr. J. W. Price, the hero of some 600 successful balloon ascents at parachute descents, and who will give an exhibition here shortly. Mr. Price lately gave a *Tilgham* reporter some particulars of his career as an aeronaut and they should prove interesting.

"I was born," he said, in Springfield, Ill., U.S.A., in 1851, and after leaving school went into the "show" business, being a race performer with Barnum in 1881. In that year I met L. N. Fiske, an aeronaut, whose assistant had lost his life in an ascent (or descent rather), in Missouri through falling in a creek. Fisk offered me an engagement although I had never been "up" before. I accepted and under his supervision made 23 successful ascents in 1881, in nearly all the States. A trapeze used to be attached to the balloon and I did my feats as it came down, there being no parachutes in those days. Leaving Fisk I went home, and built a five balloon, which I called the "Monitor." After the leading Springfield paper, "With this I went up 10 times to an average height of 5,000 ft."

"What is the sensation, when first ascending?" queried the scribe.

"Well, it is pleasant and exhilarating for a while, the sight of the earth dropping away from you giving a peculiar buoyancy of spirit. In fact to test the thing properly you should try it for yourself!" (The reporter bantered to decline.) When up about 5,000 ft. the air is more rarefied and you have some difficulty in breathing and you feel "windy" as if you had done a long fast run.

"Surely you have had some accident or mishap, Mr. Price?"

"Yes; after going up with the 'Monitor' 20 times I had a bad accident and nearly lost my life. It was in Nevada, in '84, I was coming down and the balloon burst when 2,000 ft. from the ground. I came with fearful force for the while, and the fragments of the balloon inflated and so saved my life by breaking the fall. As it was I received injuries to the spine that kept me on my back for a year and my lower limbs were powerless for 18 months. This accident first gave me the idea of the parachute. As soon as I was well I resumed the work and until 1887 made many ascents in America. Bald, now had come out with the first parachute in 'Prisco and I set to and made one on a plan of my own. With it I worked through 1888 and 1889 without accident. While performing for the Rio Grande Railway Co. at Salt Lake City I joined Prof. A. Van Tassel and went on tour with him. We left San Francisco and gave a display at Honolulu where poor Joe Van Tassel (Laurence) lost his life on November 16th, 1889. He was carried two miles out to sea and dropped, and before the steam launch could reach him the sharks had taken him. We showed no more there, and went on to Sydney where we had gatherings of 7,000 and more people at Bondi, mine being the first parachute descent there. One time 15,000 people paid to enter the grounds. We then made a complete tour of the colonies and three lady aeronauts joined us. Van Tassel and I started in Australia, he going away, I remained with Miss Viola and we made double ascents and had balloon races. The lady returned to the States and I went to the East, first stopping at Java. I showed there and also at Singapore, before the Sultan of Johore and his suite. At Colombo Sir Arthur Havelock, the Governor, witnessed the ascent, and I came down on the roof of a ladies' seminary, nearly going through it. Next I made for Mauritius and did good bit, and after this visited Madagascar travelling 250 miles inland to Antananarivo and ascend before the Queen and she treated me very handsomely. Then I returned to Tasmania and found my way to Durban, Natal, where I won up, and also in Pietermaritzburg, and Johannesburg, my taking at the last place being equal to 5,000 Hongkong dollars.

"Meet Oom Paul out there?"

"Yes, indeed; I had an interview with him, and went up in his presence. He's a queer old religious sort of Johnny and told me he could see no good to come from my going up in the air, said he thought it flying in the face of Providence. I hear he gets £500 a year and a large lot of coffee money."

"Leaving the Cape," continued his modern Ulysses, "I went to England, Spain and Portugal. Only showed in the two last named countries; they're no use to showmen. In the latter part of 1895 I again visited Australia and, after a number of exhibitions in various cities, went on to Fiji, showing in Suva and Levuka. On again reaching Honolulu I joined a circus. I had a friend, Wilfred Barry, and toured the Hawaiian group, but did no business, so we disbanded. I came on to Japan, thence to Hongkong, and went next to Singapore where I met an old friend from South Africa, Mr. Bertie Wilson, with his circus. At Bangkok, Siam, I went up from the Military Barracks and that ascent was most sensational. I happened to land in the palace enclosure, in the royal garden and fell some distance, hurting my leg. Immediately I was surrounded by armed female guards and their attitude was very threatening I can assure you. They took me out of the courtyard and the ladies were very kind to me. I thought some of them were going to bayonet me and away. A good-looking English lady, Miss Lloyd, a dressmaker or something of that sort, connected with the palace told me I was in very great danger as no white man had ever left the harem alive before. She stuck to me like a Trojan and kept the guards off until Prince Bhabha and Phra de Choa came along and they, to my intense relief, treated me kindly and got me outside. Our people outside were very much alarmed and I'm giving Eastern monarchs' palaces a wide berth now. We came next to China, and I went up in Hanoi from the Raccourse, and came down five miles away in an ice-cold lake. Some villagers near by thought me something unnatural and ran off without attempting to render help.

"Oh! I must tell you that at Kimberly, South Africa, I came down in the diamond field, in a great enclosure full of the bluish soil, from which the diamonds were to be taken after it had been exposed to the weather. The guards were on my trail pretty smart, you bet."

"Two English balloonists, Corwell and Glasier, have gone higher than I, using gas balloons, but I fancy I hold a record for the hot air balloon. My total ascents number over 600."

"I suppose you have some systems of your own yet to introduce?"

"Yes; there is a sensational 'show' thing 'the Helmschute' to be made public and I am sending some new ideas for war balloons to the U.S. Government."

Mr. Price, who is a powerfully built man of medium height, has most of the characteristics of the enterprising countryman, and he says if he goes up in Hongkong he guarantees his show will be the finest yet seen here. He has here the same balloon with which he made his ascents in Bangkok and Hanoi. He has quite a number of gold and silver medals presented by admirers in various parts of the world.

#### FORMOSA NOTES.

(From our own Correspondent.)

TAMSHUI, February 15th.

The rainy season has at last arrived in earnest, for we have had continual rain during the last ten days, which, if it does make travelling as well as out-door exercise impossible, brings joy to the farmer, who with its aid can make possible a good spring crop. The farmer has had much to contend with in the last year, not the least of which has been the border of bandits that infest the island.

Following the plague, which has now practically disappeared, comes the cattle plague which is even of more concern to the Chinese in general. It has necessitated the Japanese taking a regulation calling for cattle inspection to avoid the markets being filled with diseased meat. The Chinese have consequently come forward with their usual bow and take every means to defeat the ordinance. Some time ago the Government constructed a fine covered market where all Chinese could obtain space of freedom from the principal street in Taipei from the host of Chinese who were accustomed to squat with their pigs, chickens, fish, vegetables, and all sorts of movable stands, including small sheds which they were able to construct speedily in a most mysterious manner from an innocent bundle containing a few bamboo rods, small pieces of board and some cloth, to such an extent that the road became absolutely useless as a thoroughfare. To avoid the new market being filled by a class of unfortunates who might think it good shelter, a small fee of a few shen was required from each dealer, who, "Lo and behold," after the land had been secured, the large and substantial buildings erected and at no little cost, the Chinese refused, to a man, to enter them, unless the demand of a fee—which in reality would scarcely pay for the keep of the place—was rescinded. They can't be driven in and the question is how to dispose of the difficulty. To study the history of Hongkong might be of assistance, for, in looking over a sketch on the subject, which I have, I note that your city had to contend with the same difficulties, including bandits, for some years.

The police are unfortunately not affording the government the assistance to be expected, for, although they are few in number, it does seem that the entrance of a twenty-year-old bandit and the kidnapping of a twenty-year-old son of a rich man in the middle of the night from a house in one of the principal streets of Twan-tai, distant perhaps eight blocks from the wall of the capital city, might at least have been known to the police and the alarm given before the morning. A few days ago a police officer had occasion to be offended with the conduct of a small boy attached to one of the foreign legations; the commander of that establishment called the police officer to explain to him the difficulty, whereupon the latter, probably displeased with what he considered the conduct of the commander, kicked him and then struck him, broke a finger of the unfortunate Chinese. It is to be hoped that the Government will investigate the case and punish the officer as he deserves. It seems that the Government at Taipei would avoid much trouble if they would recall the pay of the Formosa officers a notch and then select the 1,500 police the Governor-General has called for to go more carefully.

At 10.30 last evening a very strong shock of earthquake was felt. Formosa is usually free of all such disturbances and the shock last night was the most severe that has been known since 1869. It naturally created quite a little consternation. I know of no damage having been done, however, except the falling of plaster in several houses.

DISASTROUS VOYAGE OF THE "BLACKBRAES."

STARTLING TALE OF MISAP AND MISFORTUNES.

San Francisco, January 7th.

The belated British ship *Blackbraes*, battered by a hundred storms, twice struck and twice so disabled that she had to put into the nearest port for repairs, dropped anchor in the harbor yesterday forenoon. Partial reports of the disasters that overtook her on the Atlantic have been given from time to time, but until now nothing has been said of her battle with a hurricane off the Horn, when the crew, ill from the effects of the salt water that had leaked into the fresh water tanks, were compelled to work day and night for nearly five weeks to keep enough canvas on the yards to hold the ship steady in a howling gale.

The weather was bitterly cold, and the rigging covered with ice. For thirty-five days the *Blackbraes*, half a wreck from a battle with a terrible hurricane, labored through the heavy seas. Scarcely 200 miles were covered during the entire period. The suffering of the officers and crew alike was intense. The drinking water was so brackish that only a mouthful could be taken at a time, or probably two or three if it were boiled with tea or coffee. From eight to ten of the forecabin hands were down with scurvy all the time. The ship had to be worked abandoned against the greatest odds. Salt after salt was blown into ribbons. The men had to clamber into the ice rigging, unbend the remnants, carry them below decks to thaw out the ropes, haul them aloft again and bend them to the yards. This work went on almost incessantly, night and day, until the men were so worn out and sick that they would gladly have lain down and submitted to fate.

The strange part of the story is that not a man was lost on the perilous voyage, and all have come into port sound of health and limb. When the storm subsided the *Blackbraes* was forced to put back to Montevideo for extensive repairs. She lay there for five months, and the crew, as they now appear, are so bronzed, weather-beaten and bearded that they resemble more a gang of Malay pirates than the faded, staid subjects of Queen Victoria they profess to be.

The *Blackbraes* first left Liverpool with a valuable assorted cargo for this port on November 8, 1895, but was so damaged by a succession of heavy south-east gales, that she had to put back to Breitenburg for repairs. While lying in the dock there she was run into by a steamship and again considerably damaged. It was January 20, 1896, before she was again ready for sea. Her misadventures during the voyage are best related by Captain Chisholm in his report to the Merchants' Exchange. He says: "We had south-westerly winds to lat. 37° north, and carried there to lat. 3° north. Crossed the equator in long. 23° west. Took the south-east trades in lat. 2° north and carried them to 15° north. Had variable winds to the River Plate and a succession of southerly and westerly gales off the river. Had south-westerly gales to Staten Island. April 9th, off Staten Island had northerly and south-westerly gales from thence until April 17th. April 17th, off Cape Horn, had a heavy hurricane from north-west to south-south-west, lasting 40 hours, throwing the ship on her beam ends, shifting the cargo and blowing away a complete set of sails. Broke about 30 deck stanchions and carried away both forward bows and started the deck house. It carried away the port main rail, and did considerable damage to the masts and rigging gear. Had a severe

storm of westerly gales until April 23rd, when we had a very heavy gale to the westward of the Diego Ramirez, when the ship sprung a leak and started the decks, the salt water going through the cargo and into the fresh water tanks. Headed the ship for Falkland Islands; arrived off the islands on May 13th, when we had a heavy south-south-east gale and had not sail enough to hold the ship up, had to keep off for Montevideo. Arrived at Montevideo on May 23th. We discharged a large portion of the cargo, repaired ship and loaded all the cargo with the exception of about 250 tons of salt, and sailed October 15th."

The remainder of the voyage was without particular incident, except that a strong south-west gale off the Horn carried away a number of sails. The sun up the west coast was made in good time, and during the fair weather the vessel was put in excellent trim.

The *Blackbraes* was built in England in 1892, and this is her second visit to this port in command of Captain Chisholm. On the occasion of her last visit here she was attended by ill fortune, being laid up for several months without a charter. She has cost the insurance companies a deal of money, for she was on the drydock at Montevideo. Her cargo is also considerably damaged by the salt water.

#### NOTANDA.

##### CALENDAR.

Metereological means based on ten years' observations to 1896.



## Intimations.

It is **WASTE OF TIME**  
for us to "put" our preparations, as every maker's goods are "the best" in his own estimation.

**PEACH-BLOSSOM SOAP**  
AND  
**CHAMPAGNE BITTERS,**  
are number ONE.

Proprietors,  
Hongkong, 13th February, 1897.

WATKINS & CO.,

THE  
**CLUB HOTEL,**  
5, BUND, YOKOHAMA.

**HOTEL METROPOLE,**  
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maitre in attendance.

The Hotel steam-lunch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,  
YOKOHAMA.

L. DEWETTE, Manager,  
TOKYO.

Dr. KNORR'S  
**ANTIPIRINE**

patented  
"LION BRAND"  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

**ARGONIN.**

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea to 1 to 2 per cent. solution, it exercises a similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is recommended that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA,  
BEWARE OF SPURIOUS IMITATIONS!

THE GRILL ROOM,  
2, QUEEN'S ROAD.

THE LEADING CATERERS  
ON  
TUESDAYS,  
GREEN TURTLE STEAKS for Tiffin.  
GREEN TURTLE SOUPS for Dinner.

SALADS and DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice.  
WEDDINGS, PRIVATE PARTIES, TIFINS and DINNERS, a Speciality.  
Hongkong, 14th December, 1896.

## For Sale.

COYLES! COYLES! COYLES!  
ALL THE RAGS!

'Cheap at any Price' is the verdict of all Cycles who have tried the  
"DEFIANCE"

Suitable for LADIES and GENTLEMEN.

THE Underigned have received a Small Consignment of the Famous  
"DEFIANCE"  
Bicycle and are offering them for Sale at Prices within the reach of everybody.

Also!

SAFES! SAFES! SAFES!  
of best Japanese make and just the same as those that stood the test of fire admirably in the great conflagration at Kobe about a year ago.

FOR SALE  
AT MODERATE PRICES  
and are equal to and cheaper than English Safes.

From a feet to a feet 6 inches.  
Cycles and Safes now on View at  
L. M. ALVARES & CO.,  
Over A TAK'S STORE,  
Queen's Road Central,  
Hongkong, 6th February, 1897.

## NOW READY!

THE PROTEST and REMONSTRANCE of the  
SHIPPING INTEREST  
Against the imposition of  
LIGHT DUES  
FOR THE SAKE OF REVENUE!

together with the whole of the correspondence that has recently passed between the GOVERNOR and the SENIOR UNOFFICIAL MEMBER OF COUNCIL and the Hon. T. H. WHITEHEAD and the GOVERNOR on the subject of

SPECIAL LIGHT DUES;  
and the correspondence between the Liverpool Steamship Owners' Association and the Board of Trade on the question of Light Dues, the Departmental Committee's report on the

MERCANTILE MARINE FUND, and Sir GEORGE BARNES' powerful letter to the Times on the Mercantile Marine Fund. Fair-play comments thereon, and a report on excessive Light Dues levied to the Bosphorus. Printed in handy form for transmission by the Mail or for ready reference.

## FOR SALE

AT THE  
"HONGKONG TELEGRAPH" OFFICE.  
PRICE: 10 CENTS PER COPY.  
Orders can now be attended to by the  
MANAGER,  
Hongkong Telegraph Office,  
6, Pedder's Hill.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"  
Captain Innes, will be despatched TO-MORROW, the 19th instant, at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th February, 1897. [201]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Robson, will be despatched for the above Ports TO-MORROW, the 19th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 17th February, 1897. [221]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"TAIYUAN,"

Captain N. Nelson, will be despatched as above on SATURDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 16th February, 1897. [276]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KWEILIN,"

Captain Ha Li, will be despatched as above on SATURDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 17th February, 1897. [322]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"FAUSANG,"

Captain N. Morcu, will be despatched as above on SATURDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 16th February, 1897. [315]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spruce, will be despatched for the above Ports on SATURDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 13th February, 1897. [207]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain A. Felner, will leave for the above places on or about the 22nd instant.

For Freight or Passage, apply to  
SANDER & Co.,  
Agents.

Hongkong, 16th February, 1897. [216]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWEIYANG,"

Captain Osterberg, will be despatched as above on THURSDAY, the 19th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th February, 1897. [227]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"SUMBAYA,"

Reiberg, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 7th December, 1896. [66]

FOR NEW YORK.

THE 3/5 A.I. American Ship

"BENJAMIN SEWALL,"

Sewall, Master, strictly expected from Shanghai, will load here and will be despatched by end of February.

For Freight, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 6th January, 1897. [106]

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 4th February, 1897. [244]

FOR SAN FRANCISCO.

THE American Bark

"COLOMA,"

Noyes, Master, will load here for the above Port, and will have quick despatch.

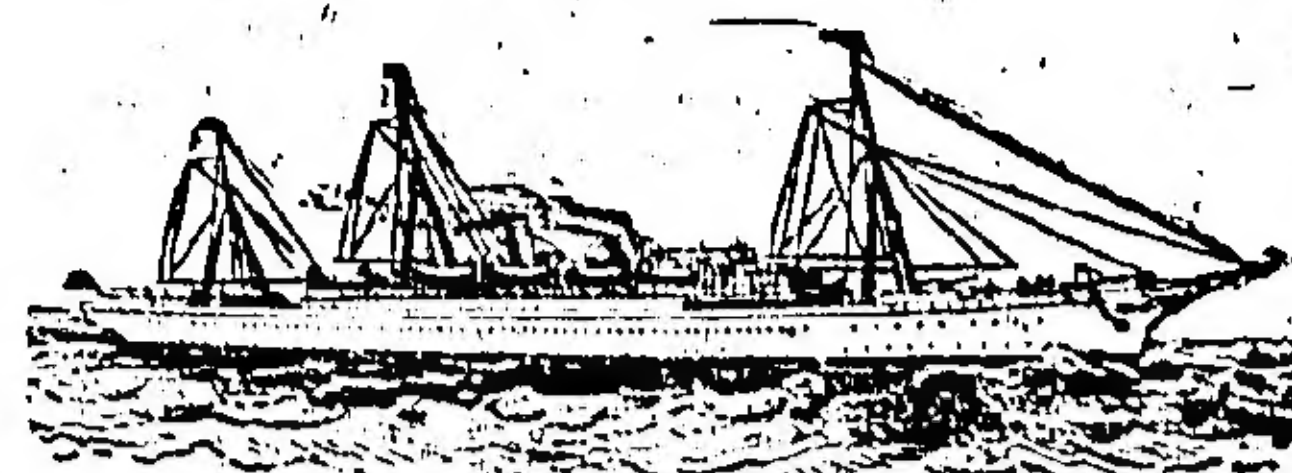
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 10th February, 1897. [279]

## Sails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 7th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 28th April.

THE magnificent Steamships of this Line pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Broken through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second in none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 17th February, 1897.

D. E. BROWN, General Agent,  
Pedder's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 22nd March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 23rd March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 13th April, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 13th April, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Thursday, 21st April, at Noon.

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China (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Thursday, 21st April, at Noon.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

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